tary Retirement Scheme in Air India and other Government related organisation;

(b) if so, whether there are any other Voluntary Retirement Scheme besides the one mentioned in Circular dated 16th October, 1991;

(c) what are the detail$_s$ of the scheme;

(d) whether there are any cases of rejection of application of employees willing to take up such Voluntary Retirement Scheme;

(e) if so, the details of number of people in Air India | Indian Airhne$_s$ who applied for the same and the number of application rejected |ac-cepted and the reasons for the iame;

(I) what is the criteria for the rejection |accepting of the same;

(g) whether any employees of Air India have taken Air India to the Court for having rejected his/ her application of Voluntary Retirement Scheme; and

(h) if so, the details of the same and the status of the case|cases?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Circular issued by Air India on 16-10-1991 On voluntary retirement scheme for officers was applicable to Air India officers only.

(b) This circular superseded all other voluntary retirement schemes in vogue till that time.

(c) Under the scheme, Officers could seek voluntary retirement from the service of Air India after completion of not less than 20 years continous service or attaining the age of 56 years, by giving three months notice in writing to the management. The management reserved the right to accept or reject any request made under the scheme.

(d) to (f) Out of eighteen requests received for voluntary retirement by Air India management, 15 requests were not accepted; the main reason was Air India did not want to lose the services of experienced employees. The circular of 16.10.91 applied to Air India employees only; it did not apply to Indian Airlines employees.

(g) and (h) Two officers of Air India have challenged the rejection of their requests for voluntary retirement. In one case the matter is sub-judice in the Bombay High Court. In the Other case, the Delhi High Court has upheld the contention otf the employee and he is i deemed to have been voluntarily retired to the service of Air India. The Hon'ble Supreme Court of India has also declined to interfere with the above judgement of the D^lhi High Court.

Marketing of Jonga to civilians

1364. DR. MURLI MANOHAR JOSHI:

SHRI TRILOKI NATH CHATURVEDI; SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE; SHRI PRAMOD MAHAJAN:

Will the PRIME MINISTER be pleased to state;

(a) whether it is a fact that Def ence Vehicle Factory, Jabalpur have decided to market Jonga vehicle for civilian use; if so, what is the investment made by Government for manufacture of vehicles for civilian use;

(b) what will be the price of the vehicles and what arrangements have been made for setting up of marketing and after sale servicing network for the vehicles; and

(c) what other items are proposed to be marketed by the Ordnance 1 factories in the next two three years?

THE MINISTER OP STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN); (a) to (c) Vehicle Factory$_i$ Jabalpur (WJ), already manufactures .Tonga *jeeps* for the Army. So as to utilise it$_s$ spare -able capacity, ij; has finalised it3 plan to launch a modified dies lised version of Jonga for civil market. The existing infrastructure at VFJ with marginal adjustment will be utilised for production of .Tonga for civil market upto about 4000 per annum illy.

The vehicle has been re-engineered in three models of 10|11|12 seats. The indicated price of the three models, excluding local taxes, is Rs. 2.78 lakh, Rs. 3 45 lakh and Rs. 3.65 lakh respectively. Dealers for marketing and after sales service are being appointed.

Ordnance factories have been increasing their range of products for iiolice forces and other non defence customers with a view to utilising their spareable capacities after fully meeting the requirements of the armed forces. The products includs snail arms and ammunition, castings, machined components, cables, chemicals, clothing and textile items. drum$_s$ and barrels, explosives, optical instruments, leather items, machine tools etc.

Encroachment in defence lands in Jamnagar- Ahmedabad and Ehnj Cantonments

1365. SHRI GOPALSINH G. SOLANKI; Will the PRIME MINISTER be pleased to state;

(a) how much Defence Land in Jamnagar, Ahmedabad and Bhuj Cantonment in Gujarat has been illegally encroached upon;

(b) what were the reasons for this encroachment being" encouraged;

(r) what are the reasons for such large scale encroachments on Defence Land inspite of vigil of local establishments; and

(d) what measures are being taken to ensure that such encroachments are prevented in future in these cantonments?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN): (a) to (d) The details of encroachments on defence land at Ahmedabad, Jamnagar and Bhuj are as under: —

	Ahmedabad	Jamnagar	Bhuj
	(area in acres)		
1. land under Management of the Army . • •	0.562	1.50	
2. Land under management of Cantonment Executive officer	0.185	—	—

There are no large scale encroach mentg at the above Stations. Constant vigil is kept by the concerned authorities to stop encroachments and action is initiated to remove the encroachments as soon as these are detected.

Both preventive and punitive measures are taken by the authorities in respect of land under their management. Regular Patrolling is done by the army to prevent further encroachments. Cantonment Executive Officer and the Defence Estate3